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REMARKS

Claims 1-28 are pending in the present application. Reconsideration is respectfully requested for the following reasons.

Applicant would like to thank the Examiner for taking the time for a telephone interview on November 17, 2005 in which claims 1, 9 and 15 were discussed relative to U.S. Patent No. 6,352,318 to Hosomi et al. In the telephone interview, Applicants proposed to amend the claims by stating that the wheel position indicator provides a visual indication of a steered position of a steerable wheel. According to the Examiner, such an amendment would overcome the rejection over the Hosomi et al. '318 patent as the Hosomi et al. '318 patent does not include any visual indication of a steered position of a steerable wheel. These amendments are outlined below.

Claims 1-3, 7-9, 13-15, 19 and 20 have been rejected under 35 U.S.C. §102(b) as being anticipated by the Hosomi et al. '318 patent. "Anticipation requires the presence in a single prior art reference disclosure of each and every element of the claimed invention, *arranged as in the claim.*" *Lindemann Maschinenfabrik GmbH v. American Hoist & Derrick Co.*, 221 USPQ 481, 485 (Fed. Cir. 1984) (emphasis added). In proceedings before the Patent and Trademark Office, the Examiner bears the burden of establishing a prima facie case of anticipation based upon the prior art. *In re Sun*, 31 U.S.P.Q.2d 1451, 1453 (Fed. Cir. 1993) (unpublished). Applicant respectfully asserts that the Examiner has not yet met his burden of establishing a prima facie case of anticipation with respect to the rejected claims.

Claim 1 defines a method of indicating a steered position of a steerable wheel of a vehicle comprising providing a wheel position indicator having an on state and an off state, the wheel position indicator providing a visual indication of a steered position of the steerable wheel when the wheel position indicator is in the on state, the wheel position indicator not providing a visual indication of the steered position of the steerable wheel when the wheel position indicator is in the off state, placing the wheel position indicator into the on state when the vehicle is in a predetermined driving condition and placing the wheel position indicator into the off state when the vehicle is not in the predetermined driving condition.

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The prior art of record does not disclose or suggest the above noted features of claim 1. As discussed in the interview, the Hosomi et al. '318 patent does not disclose or suggest a wheel position indicator that provides a visual indication of a steered position of a steerable wheel. Accordingly, claim 1 is in condition for allowance. Furthermore, claims 2-8 depend from claim 1, and since claim 1 defines unobvious patentable subject matter as discussed above, claims 2-8 define patentable subject matter.

Claim 9 defines a wheel position indication system for a vehicle, comprising a steerable wheel, a wheel position indicator having an on state and an off state, the wheel position indicator providing a visual indication of a steered position of the steerable wheel when the wheel position indicator is in the on state, the wheel position indicator not providing a visual indication of the steered position of the steerable wheel when the wheel position indicator is in the off state, and a controller selectively altering the wheel position indicator between the on state and the off state. The controller places the wheel position indicator into the on state when the vehicle is in an off road condition and places the wheel position indicator into the off state when the vehicle is not in the off road condition.

The prior art of record does not disclose or suggest the above noted features of claim 9. As discussed in the interview, the Hosomi et al. '318 patent does not disclose or suggest a wheel position indicator that provides a visual indication of a steered position of a steerable wheel. Accordingly, claim 9 is in condition for allowance. Furthermore, claims 10-14 depend from claim 9, and since claim 9 defines unobvious patentable subject matter as discussed above, claims 10-14 define patentable subject matter.

Claim 15 defines a wheel position indication system for a vehicle, comprising a steerable wheel, a wheel position indicator having an on state and an off state, the wheel position indicator providing a visual indication of a steered position of the steerable wheel when the wheel position indicator is in the on state, the wheel position indicator not providing a visual indication of the steered position of the steerable wheel when the wheel position indicator is in the off state, and a controller selectively altering the wheel position indicator between the on state and the off state. The controller places the wheel position indicator into the on state when the steerable wheel has a slip angle above or equal to a predetermined

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amount and places the wheel position indicator into the off state when the steerable wheel has a slip angle below the predetermined amount.

The prior art of record does not disclose or suggest the above noted features of claim 15. As discussed in the interview, the Hosomi et al. '318 patent does not disclose or suggest a wheel position indicator that provides a visual indication of a steered position of a steerable wheel. Accordingly, claim 15 is in condition for allowance. Furthermore, claims 16-20 depend from claim 15, and since claim 15 defines unobvious patentable subject matter as discussed above, claims 16-20 define patentable subject matter.

New claim 21 defines a method of indicating a steered position of a steerable wheel of a vehicle comprising providing a wheel position indicator having a wheel angle indication state and a wheel angle non-indication state, the wheel position indicator providing a visual indication of the a steered position of the steerable wheel when the wheel position indicator is in the wheel angle indication state, the wheel position indicator not providing a visual indication of the steered position of the steerable wheel when the wheel position indicator is in the wheel angle non-indication state, placing the wheel position indicator into the wheel angle indication state in response to a mode being selected by a driver of the vehicle and placing the wheel position indicator into the wheel angle non-indication state when the mode is not selected by the driver of the vehicle. The wheel position indicator is configured to be in either the wheel angle indication state or the wheel angle non-indication state while the vehicle is running.

Applicants submit that the prior art of record does not disclose or suggest the above noted features of claim 21. Furthermore, claims 22-24 depend from claim 21, and are also believed to define patentable subject matter.

New claim 25 defines a wheel position indication system for a vehicle, comprising a steerable wheel, a wheel position indicator having a wheel angle indication state and a wheel angle non-indication state, the wheel position indicator providing a visual indication of a steered position of the steerable wheel when the wheel position indicator is in the wheel angle indication state, the wheel position indicator not providing a visual indication of the steered position of the steerable wheel when the wheel position indicator is in the wheel angle non-

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indication state and a controller selectively altering the wheel position indicator between the wheel angle indication state and the wheel angle non-indication state. The controller places the wheel position indicator into the wheel angle indication state in response to a mode selected by a driver of the vehicle and places the wheel position indicator into the wheel angle non-indication state when the mode is not selected by the driver of the vehicle. The wheel position indicator is configured to be in either the wheel angle indication state or the wheel angle non-indication state while the vehicle is running.

Applicants submit that the prior art of record does not disclose or suggest the above noted features of claim 25. Furthermore, claims 26-28 depend from claim 25 and are also believed to define patentable subject matter.

All pending claims 1-28 are believed to be in condition for allowance, and a Notice of Allowability is therefore earnestly solicited.

Respectfully submitted,

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Date

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